

Agenda Report

TO: CITY COUNCIL

DATE: December 4, 2000

FROM: City Manager

SUBJECT: Approval of Contribution Agreement between the State of California and the City of Pasadena for the Planning and Design of I-710 Freeway Extension Interim Traffic Improvements

RECOMMENDATION:

It is recommended that the City Council:

- (1) Adopt a resolution approving a Contribution Agreement (State No. 4491) between the State of California, acting by and through its Department of Transportation (Caltrans), and the City of Pasadena for the planning and design of I-710 Freeway Extension Interim Traffic Improvements and authorize the City Manager and Finance Director to execute same on behalf of the City.
- (2) Approve a journal voucher appropriating \$32,500 in Gas Tax funds to Budget Account 75027 (710 Interim Traffic Improvements on South Fair Oaks Avenue - Intelligent Transportation System).

BACKGROUND:

On April 13, 1998 the Federal Highway Administration (FHWA) approved a Record of Decision (ROD) for a selected alternative for the I-710 Freeway Extension project. As part of this approval, the State of California, acting through its Department of Transportation (Caltrans), is required to mitigate the impact of traffic on local street systems during the design and construction of the freeway extension.

As part of this process four Design Advisory Groups (DAGs) were established to consider the specific needs of each community within the freeway extension corridor. A Pasadena DAG was formed and met with FHWA and Caltrans in 1999 to evaluate potential interim measures identified in the ROD and develop other potential interim improvements and traffic management measures. Caltrans has now programmed \$1,800,000 in Federal highway funds for improvements to the Pasadena street system to facilitate the movement of traffic during the interim period.

It is proposed that the \$1,800,000 in Federal funds be used for the primary mitigation measure recommended in the ROD: traffic engineering improvements for the Fair Oaks Avenue corridor. The proposed Intelligent Transportation System improvements will allow the traffic control systems on Fair Oaks Avenue between the I-210 Freeway and Columbia Street to efficiently handle variable traffic demand in the corridor. The improvements will make the system more responsive to traffic demand and allow a rapid response to traffic incidents and major events. The system includes the following elements:

- The addition of vehicle detection to all signalized intersections in the corridor. Vehicle detection enables traffic signals to vary green time based on the number of vehicles to be served. The signals currently operate on a fixed allocation of green time.
- The addition of separate left-turn signal phases at four intersections: Fair Oaks Avenue and Union Street, Fair Oaks Avenue and Green Street, Fair Oaks Avenue and Del Mar Boulevard, and Fair Oaks Avenue and California Boulevard.
- Installation of closed circuit television (CCTV) cameras at Fair Oaks Avenue and Glenarm Street, at Fair Oaks Avenue and California Boulevard, and at Arroyo Parkway and Glenarm Street. These devices will enable staff to monitor traffic congestion, incidents, and traffic demand at major events. If congestion is detected, signal operation can be modified to respond to the problem.
- Installation of high bandwidth fiber optic communications cable. This communications infrastructure is needed for the CCTV system and will facilitate future installation of a changeable message sign (CMS) system.
- The installation of an adaptive traffic signal control system to coordinate the CCTV, CMS, and traffic signal controls along the corridor. The adaptive system will coordinate traffic signals along the Blue Line corridor to insure that light rail and roadway systems operate in concert.

The proposed agreement with Caltrans will provide Federal funds in the amount of \$191,000 for the planning and design of these improvements. Should it appear that this cost will be exceeded, it will be necessary for the parties to agree to the additional cost and method of payment. The additional cost, if any, may be deducted from funds allocated for the construction engineering to be performed in connection with construction of the improvements. However, in no event will the total reimbursement available to the City for planning, design, and construction engineering exceed \$382,000. The estimated cost of the proposed project is shown below:

	<u>Federal Funds</u>	<u>City Funds</u>	<u>Total</u>
Planning and Design	\$ 191,000	\$32,500	\$ 223,500
Construction Engineering	\$ 191,000	\$32,500	\$ 223,500
Construction	<u>\$1,418,000</u>	<u>0</u>	<u>\$1,418,000</u>
	\$1,800,000	\$65,000	\$1,865,000

The Contribution Agreement provides that the planning and design of the improvements shall be completed by no later than December 31, 2001. Construction of the improvements cannot commence until the design plans have been approved by Caltrans and permission to advertise for bids has been granted. When substantial progress has been made on the planning and design of the improvements, a construction schedule will be established.

A separate future Construction Agreement will be required for the construction phase of the project. Caltrans has advised that this document will be forwarded to the City upon the achievement of substantial progress in the planning and design of the improvements.

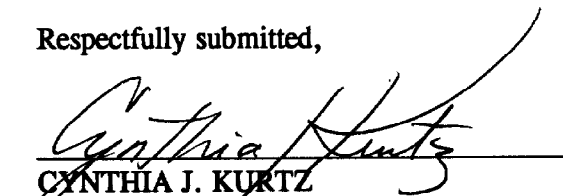
Exhibit "A" attached hereto, lists all of the interim traffic mitigation improvements developed and approved by the Pasadena DAG and the Transportation Advisory Commission.

FISCAL IMPACT:

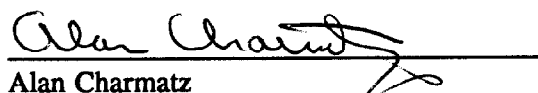
Although the proposed Contribution Agreement provides for reimbursement equal to 100% of the actual cost of the planning and design of the improvements, Federal-Aid regulations allow for only partial reimbursement of administrative overhead expenses. Thus, approval of the recommended journal voucher will appropriate \$32,500 (the estimated cost of non-reimbursable administrative overhead) in Gas Tax funds to Budget Account 75027 (710 Interim Traffic Improvements on South Fair Oaks Avenue - Intelligent Transportation System).

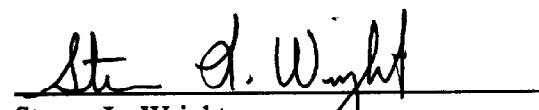
It is estimated that an additional \$32,500 in City funds will be required to offset the cost of non-reimbursable administrative overhead during the construction phase of the project. It is anticipated that this sum will be appropriated to Budget Account 75027 by the FY 2002 Capital Improvement Program.

Respectfully submitted,



 CYNTHIA J. KURTZ
 City Manager

Prepared by:

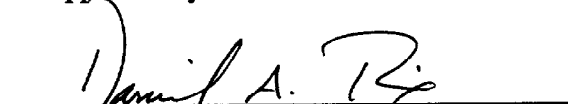

 Alan Charmatz
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Reviewed by:


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 Public Works and Transportation